From: Tim Coffey [mailto:tcoffey@beltrailway.com]

Sent: Tuesday, August 24, 2010 11:50 AM

To: Ross Patronsky; 'Johnson, Jason L'

Cc: 'Lupton, Greg S'; 'Harpring, Jeff L'; Thomas Murtha; Holly Ostdick; 'Hugh Simon'; 'Roy Gelder';

csteinway@beltrailway.com

Subject: RE: GenSet Agreement Amendment

Ross – I am sorry I did not get back to you sooner. First, the changes have no effect on the emissions benefits of the units. The additional \$186,145 brings the total contract amount to \$4,507,145. Per the agreement, BRC will be reimbursed 65% of the purchase price, not to exceed \$2,925,000. 65% of the amended contract amount equals \$2,929,644, so we are exceeding the programmed amount by \$4,644. Would it be possible to consider a cost increase at your October meeting? Finally, BRC was approved in FFY 2010 for an additional \$2,798,250, which will be utilized for our GenSet purchases. While I understand that there will be no call for FYY 2011 proposals, it is my understanding that the 2010 moneys will still be available in 2011. Am I correct?

Thanks for your assistance.

Timothy E. Coffey

General Counsel, Secretary & Director of Human Resources

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From: Ross Patronsky [mailto:RPatronsky@cmap.illinois.gov]

Sent: Wednesday, August 18, 2010 9:47 AM

To: Johnson, Jason L

Cc: Lupton, Greg S; Harpring, Jeff L; Thomas Murtha; Holly Ostdick; tcoffey@beltrailway.com

Subject: RE: GenSet Agreement Amendment

Jason: Thanks for the heads up.

I'm not a locomotive expert, but it seems that the changes don't affect the emissions benefits of the units. If this is the case, then we have no problem with the change. (Tom, Holly, feel free to contradict me if I've missed something.) Except – not knowing the original contract amount, I can't tell if the cost increase causes the contract to exceed the programmed amount. If it does, the CMAQ Project Selection Committee can consider a cost increase. Since they are meeting tomorrow, we'd need to know today if an increase in the programmed amount is desired. (The next meeting is in October.) I've taken the liberty of including Mr. Coffey on my reply so he can make a request for an increase if need be. In addition, I wanted to let him know that FFY 2011 funds were programmed with the FFY 2010 funds, so there wasn't a call for FFY 2011 proposals (which would have occurred over this past winter if we had had one). However, the FFY 2012 and FFY 2013 call for projects will be announced around December first of this year, so that would be his next opportunity for a new project.

Ross

From: Johnson, Jason L [mailto:Jason.Johnson@illinois.gov]

Sent: Wednesday, August 18, 2010 7:50 AM

To: Ross Patronsky

Cc: Lupton, Greg S; Harpring, Jeff L

Subject: FW: GenSet Agreement Amendment

Ross:

We thought we should keep you in the loop regarding the Belt Railway of Chicago – Bedford Park project. The agreement was executed in January and BRC has entered into a purchase agreement with National Railway Equipment, Inc. Recently we received a letter from BRC asking for approval of some spec modifications on the locomotives. Please review BRC's attached amendment. I believe these items and prices are reasonable and legitimate. Mr. Coffey of BRC is basically looking for our approval for a change order to the locomotives. Let me know what you think, and if it's okay, I'll draft a quick letter stating IDOT has reviewed the proposed modifications and that we approve, with the reminder that these changes are still subject to Not To Exceed amount and the 65/35 split in the original agreement.

Jason
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Jason L. Johnson, P.E.
Rail Safety Technician
Illinois Dept. of Transportation